OUR RELIGIOUS COLUMN.

Two Ways of Reading the Bible. In Stanley's Life of that saintly man, Dr. Arnold, there is a letter from a Mr. Price, who was associated with Arnold at Rugby, who knew him perhaps more intimately than any other person, and whose reminiscences of him are both instructive and entertaining. Speaking of the way in which Dr. Arnold read the Scriptures, Mr. Price makes a distinction which seems to us worthy of note. We quote from page 195 of the first volume: -

"It must be borne in mind that there are two methods of reading Scripture, perfectly distinct in their object and nature; the one is practical, and the other scientific; the one alms at the edification of the reader, the other at the enlight-enment of his understanding; the one seeks the religious truth of Scripture as bearing on the inquire's heart and personal f-clings, the other the right comprehension of the literary and in tellectual portions of the Bible."

Dr. Arnold's method was practical. He felt the Bible. It was to him the bread of life more than of thought-if indeed the profoundest thought does not spring from the truest life. We think that the practical and scientific ways of studying the Bible are compatible-that the one may help the other. But we have known persons who did not blend them-who studied the Bible as German critics have studied the Iliad-for its curiosities rather than its beauties-to be amused rather than to be moved. Hence so much of heartless rationalism. Only those who feel the Bible can understand it. The letter without the spirit killeth. None but Christians can understand Christianity. Neither the practical nor the scientific way of studying the Soriptures can be thorough except as the two Yet the root of all true Scripture interpretation is the heart in sympathy with Scripture truth.

SUMMARY OF RELIGIOUS NEWS.

HPTSCOPAL.

-The Episcopal Theological School on Twentieth street, in New York city, had at the last term seventy students, twenty of whom gradaated at the recent auniversary. It has nive professors, and Mass Ludiow, or Trinity Church, has given \$25,000 to endow a Professorship of Caron Law, and expressed a wish that Dr. Vinton be appointed to the chair. We learn that scarcely a student in the school sympathizes with Mr. Tynz, though a number have strongly developed ritualistic tendencies, and spend most of their time in studying semi-Romish literature and practices, greatly to the disjust of the others. One of them attended St. George's Church on last communion Sunday, and kneeled at the rail with one hand resting in the hollow of the other, to receive the consecrated bread in his palm. He was terribly shocked when Dr. Typg took his band neart, and put the emblematic morsel between his dugers. We asked one of the young men of the school, who gave us the above fac's how they proposed to deal with Mr. Typg and his friends, "Excom-municate them," was the reply. "What will you do with them then?" we asked. Let them go their way; they are only a source of disturbance and disorder in the Church." "But your throwing them out of the Church into the world does not get rid of them, and what is to be done with them then?" The great thing is to keep the Church pure. They who are outside must look out for themselves .- Liberat Christian.

-An exchange says:- The ritualists are con tinually doing something which seems absurd, it not funny, to other people. It is well known that the rules of the Romi-h Church require that the sacrament of the Lord's Supper must be taken fasting. As it determined to distance even Rome, the ritualists add the morning papers to the list of probibited provender. Witness the following advertisement by the Rev. C. J. Le Geyt, in London: "The incumbent begs to express the hope that strangers who have breakfasted and cone the Standard or Times, will abstain from communicating at the celebration of the festival."

-The four Protestant Episcopal congregations of Rochester. N. Y., have united in establishing an institution to be known as the Church Home. It is a retuge or asylum for ledigent and infirm persons of all ages and sexes. The necessistants taken for the purpose are on Mount Hope ave-

nue, opposite Cyrress street, and consist house and fine large piece of ground, eligibly located and well adapted for the purpose, Joseph Sprague and Mrs. Ashley, son and daugh-ter of the late Asa Sprague, donated the entire furniture in the residence of their deceased father, thus giving the Home a complete outil. —The new Bishop of Herstord is an extreme

High Churchman, and sympathizes with the Ritualists. He has been preaching at the Leeds parish church, of which he was formerly Vicar, and we are told by the Church Times that the High Church Bishop directed "the attention of his bearers chiefly to the character of Peter."

-It is reported in the daily papers that the vestry of Trinity church, is, w York, have refused to build a "chapel" specialty prepared for the development of Dr. Morgan Dix's Ritualistic notions. This looks a trifle like a reaction, but It may be a straw indicative of at least a temporary full in the recent Ritualistic gale, -Bishop Forbes is in trouble concerning some

Ritualistic practices that have been introduced into one of the Episcopalian churches in Dandee. His authority was invoked in the matter. The decision he has given has pleased neither side. The Low Churchmen have held a meet ing to authorize steps for procuring a separate place of worship.

—A lady has given \$25,000 to endow a profes-

sorship of coclesinstical (polity and law in the Episcocal Theological Seminary of New York, on condition that the professorshall be a "white man, in communion with the Protestant Episco-

-Several members of the Episcopal Church at Portland, Me., have purchased a lot, paying \$10,000 for the same, to build a residence for Bishop Neeley,

-The Rev. James Kent Stone, late President

of Kinyon College, Gambier, has accepted the Presidency of Hobart College, Geneva.

METHODIST.

-We clip the following from Zion's Herald: -"There is every indication of a very large accession to the membership of our Seminary the coming year. Applications come in from al parts of the Church, and even from the Canadas. Additional rooms will have to be hired for the accommodation of students. Not only the young men are coming, but some older than the acting President of the Institution! these last get the car of their jounger brethren, who are hesitating whether to go to the Semimary or into the scrive work,' they would soon settle the question. Some of them are full members of Conferences, bardened with the care and suppers of families, yet so persuaded are they of their need of theological training to enable them to meet the demands of the age upon a Christian min s.er, that they have resolved to turn a ide from the work long enough to secure a better qualiscation for it. God bless them, and keep others from committing so erievous a blunder as that which they are try-ing, as best they may, too late, to retrieve,"

-Last year the two M. E churches in Utica, N. Y., united under the name of the First M. E.

Church. The property of the two churches was sold, and a site selected for a new and commodious house of worship, the corner-stone of which was laid, with appropriate ceremonies, on July 30. A large number of clergymen were present. A historical statement of the church was read by the pastor, the Rev. Wm. Reddy, after which an address was delivered by the Rev. Dr. J. P. Newman, of New Orleans, Twelve hundred dollars were then raised by subscription, and the corner-tone was laid tis place by the Rev. W. H. Olio, Presiding Elder, and the services were brought to a close by Dr. Newman, who pronouted the benedle-tion. The chapet, it is thought, will be ready for occupation by October. The entire edifice

will cost not less than \$50,000.

—Rev. A. N. Debr. on his return to Nevada from the Chicago Methodist Conference, of which he was a member, stopped at Satt Lake City, and at the request of the prophet, preached in the great temple, to an ancience of 6000 persons. The delivered to them a fermilier thoone Micheslist sermon, to which the Saints

istened with deep attention and great apparent

Satisfaction.
- The "Great National Camp Meeting" at Manheim, Pennsylvania, is reported as very successful, both in north of numbers and the interest manifested. The attendance on a recent Sunday was estimated as high as 25,000, many having come long distances in order to be

The Rev. Thomas James has been appointed General Agent by the General Conference of he African Methodist Episcopal Zion Church, o collect moneys, and to establish and support oisch na and schools among the freedmen of

July 30 the Annual Assembly of the United Me hodist Free Charches of Great Britain, commenced in Louth, The Rev. M. Mitter was lected President and the Rev. J. Myers Secro-Bishop Janes affirms that the Methodists of

the United Sinter paid just year \$2,000,000 tax on the tobacco used by them, while their mis-Rev. William Trickett, of the Philadelphia Conterence, has been elected Principal of the Grammar School of Dickinson College, in place of Rev. H. C. Cheston, resigned.

PRESENTEBIAN. -A correspondent of the Christian Heraid, writing from Sau Francisco, says: -"The tealing church here, in our connection, is the Howard church, the Rev. H. M. Sculder, D. O., pastor. Their edifice is on Mission street, near Third. This edifice is chaste and commodious, having an audience room in stiractiveness second to no other in the city, and capable of accommodating comfortably some 1200 persons, and of packing some hundreds more. Every abbath evening it is crowded to its utmost caacity, such is the interest telt by the people at arge in Dr. Soudder, and his Sabbath evening

-Tre Northwest Presbuterian makes the folowing announcement: "We regret to be called to announce to the Church the death of the Rev. J. Ediott, of Bloomington Presbytery. The Rev. J. Dales writes that this good brother was called to his restabove from his late rest bruce in Fairbury, Illinois, on the 28th of July. During his illness of several weeks he was re-markably cheerful, and at an early period of his ckness speke of the probability that it might prove futal, with manifest satisfaction at pro-pect of getting home so soon. He was fifty-

four years of age."

—The Presbylerian Banner says:—"We are glad to know that a movement is in process for the establishment of a new church at Torren's Station, on the Penusylvania Railroad, about midway between Fast Liberty and Wilkinsborg, Pa. A lot has been secured, a temporary struc-ture erected, a flourishing Sabbata-school colected, and arrangements made for the immeduate erection of a lecture-room. For some time a sermon has been preached every Sabbath evening at this point."

-The church in Bowling Green. Ohio, was formed on the 'Plan of Union," and perfected its organization some time ago, by the secesion of ha f the membership to form a new Cor eregational church. The church has recently een recovating its house of worship, has had an accession of eight members, and is prosper-

ing in its general interests.

The ladies of the four Presbyterian churches Richmond, Va., have undertaken to furnish the outfit of Messrs, G. Nash Morton and Lane, who have been appointed missionaries to outh America, by the Committee of Foreign Missions of the Southern Presbyterian Church -Mr. S. Taylor Martin was ordained by the Presbytery of West Hanover on the 5th of July, and installed pastor of Hebron church, Virginia

BAFTIST.

-For many years there have been two Baptist churches in Salem. Both, from causes that need not now be stated, had gradually gone down, until both had nearly lost their visibility. Some months ago, Rev. T. P. Childs went among them, and succeeded in gathering the scattered members into one church. General prosperity has attended them since the new church was organized. Many have been baptized. They are now erecting a house of worship which, when completed, will, in all its apartments, be equal in beauty and finish to any house of our denomination in the State. It will accommodate six hundred, salem is one of the many important towns in the State growing rapidly. -National Baptist.

-The First Eaptist Mariners' Church, New York, under the pastoral care of Rev. Dr. Hodge, worshipping in Oliver street, corner of Henry, is a most useful Christian organization. It keeps three converted seemen in the field aiding the pastor in his work. The membership of the body is between five and six hundred. more than half of whom are seamen. In the ast quarter more than one hundred seamen ave signed the temperance pledge; some two thou and have been induced to attend worship; two hungred Bi les and Testaments have been distributed; 35,520 pages of tracts have been circulated, besides much other religious

The First Church of Rochester, N. Y., of which Rev. Henry E. Robins, D. D., is pastor, is doing a great work through its mission schools. The eighth of them was opened in a hall fitted up for the purpose, Sunday before last. Many thousands of dollars have been expended in these mission enterprises, and the from is large and blessed.

-The Pirst Church, Chicago, Illicois, with Dr. Evarts at its head, is maintaining three mission schools in that city, at an expense of about six thousand dollars per annum, and has, at this moment, at least four infant organizationsschools and churches-outside the city, looking to it as their foster mother. -The Rev. John F. Dagg (son of Dr. J. L.

Degg), of Forspit, Georgia, has accepted the Presidency of the Bethel Female College, Ken-

CONGREGATIONAL.

-About fifteen years ago a few Christians entied to form a Congregational Church in the city of Newark, New Jersey. The effort has been successful beyond the most sanguine expecta-tions. That Church, now under the pastoral are of the Rev. Mr. Brown, is one of the most flourishing in that city. A second church in Newark has recently been formed with encoutaring prospects. Other churches, at important centres in the State, have been organized, until "New Jersey Conference of Churches" exists, embracing twenty or thirty congrega-

—The main object of Congregational union is church extension, the aiding of feeble churches in their (forts to build houses of worship. This object has come to a sume a magnitude and interest not at all auticipated at the outset, During the twelve years of its existence, it has assisted in creeting 314 houses, which are now completed, 70 of which were thus assisted the last year, and 127 during the last two years,

against 187 during the previous ten years. -Rev. Mr. Potter, the Congregational revi-valist, believes that God can work in summer as ell as winter, and so he keeps at it himself, pl using, planting, and resping right through the busiest season and the bottest weather. Last summer his labors were blessed with ten revivals in as many towns. He is still at work Windham county, Coun - Watchman and

-The Third Congregational Church of San Francisco, California, has given the Rev. Selah Merrill a unanimous and strong call to become its pastor. Mr. Merrill has been in charge of the church ouring the last six months.

-The Congregationalists have six theological semmatic - Bargor, Andover, Yate, Hartford, Chertin, and Chicago-with 26 professors, 11 lecturers, and 271 students.

WESLEYAN.

-The Irish Wesley an Conference held a meetng in Dublin, June 17-25. Rev. Ar hur, A. M., was appointed principal of the Beliust Theological School. Dr. Robinson Scott was appointed theological tutor, and Rev. Robert Crook, LL.D., head master, of the same institution. Dr. Scott is the treasurer.

"The numerical returns presented the follow-ing ngures: -- Members, 19.391, a decrease of 66; probationers, 708, an increase of 80; total mem-bers, 10,671, a net increase of 14. The smallness the net gain is not surprising as there were tring the year 455 emigrations of members 324 deaths. There was also a corresponding loss of probationers by emigration and death. leyan Church has about the same number of mombers it had twelve years ago; while the

Presbyterian Church, during the same time, reports a net loss of 11,000 communicants."

—The newly-elected officers of the Wesleyan Conference in Great Britain are men well known and deservedly honored by their brethren. The Rev. S. Romilly Hall, the newly decided Presi dent, has held, we believe, no conference office be ore, though last year he received a considerable number of votes for the Presidency. He has been in the pastorate for more than thirt years, and is distinguished for zeal, ability, and manly independence. He is represented as a powerful and convincing denater. The Rev. John Farrar is elected Secretary of the Con'er ence, after having had his fitness for the position fully proved. He was Secretary of the Conference from 1851 to 1853, and again from 1850 to 1867—this making the thirteenth session at which he has noted in that capacity,

-On Friday, July 10, the venerable Naylor, the oldest preacher in the British Wes-leyan Connection, died at his residence, Holy head road, Wednesbury, in the eighty-seventh year of his ago and the sixty-second of his LUTHERAN.

-The corner-stone of the "Reformation

Chapel," to be creeted under the auspices of Tripley Lutheran Church, in North Ninth street beyond Buttonwood, Reading, Pa., was laid on the 26th of July, with appropriate eccemonies,

- The corner-stone of Emanuel's German Evangelical Lutheran Church, to be erected at the southeast corner of Fourth and Carpenter streets, Philadelphia, was laid July 29th, in the presence of a large concourse of persons,

RAILROAD LINES,

ing on Sixth street, above Carpenter.

congregation is now worshipping in the build-

NOETH PENNSYLVANIA BAILROAD. THE MIDDLE ROUTE. Shortest and most direct line to Bethlehem, Easton, Allestown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Machanov Uity, Monnt Carmel, Pittsion, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

ger Depot in Philadelphia, N. W. corner of Passenger Depot in Prinsiphia, S. W. Conde of BERKS and AMERICAN Streets, SUMMER ABRANGEMENT-ELEVEN DATLY TRAINS-On and after MONDAY, May 2s, 1883, Passenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays ex epited), as follows:-At 645 A. M.-Accommodation for Fort Wash-

At 545 A. M.—Accommodation for Fort Washington.

At 745 A. M.—Morning Express for Bethlehem and Principal Stations on North Yennsylvania scalinoad, connecting at Bethlehom with Lehigh Valley and Lehigh and Susquehams Ballroads for Easton, Allentown, Catasauqua Blatington, Mauch Chunk Weatherly, Jeanesville, Hasieton, White Haven, Wittesbarre, Kingston, Pittston, and all potents in Lehigh and Wyoming Valleys; also in connection with Lehigh and Mahanoy isaliroad for Mananoy City; and with Cataswiss Balirons for Rupert, Danville Milton, and Williamsport, Arrive at Manch Chunk at 1745 A. M.; at Wilkeebarre at 5 P. M.; at Mahanov City at 2 P. M. Passengers by this train can take the Lehigh Valley Train, passing Bethlehem at 11:55 A. M. for Easton, and points on New Jersey Central Baliroad to New York. to New York, M.-Accommodation for Doylestown,

Easton, and points on New Jersey Central Railroad to New York.

At 845 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations, Passengers for Willow Grove, Hatboro' and Hartsville, by this train take Stage at Old York Road.

At 1070 A. M.—Accommodation for Fort Washington, stopping at intermediate Stations.

At 1070 A. M.—Accommodation for Fort Washington, alopting at intermediate Stations.

At 1070 A. M.—Accommodation and Stranton, Allentown, Mauch Chunk, While Haven, Wilkesbarre, Hazleton, Mahanoy City, Centralia, Schenandoah, Mt. Carmel, Pittston and Scranton, and all points in Mahanoy and Wyoming Coal Regions.

At 235 P. M.—Accommodation for IDoylestown, stopping at all intermediate stations.

At 315 P.M.—Lehigh and Susquenanna Express for Bethlehem. Easton, Alientown, Mauch Chunk, Wilkesbarre, and Scranton. Passengers for Greenville take this train to Quakertown, and for Sumneytown to North Wales.

At 415 P. M.—Accommodation for Doylestown, anopping at all intermediate atations. Passengers for Willow Grove, Hathoro, and Hartsville take Stage at Abington; for New Hope at Doylestown, At 509 P. M.—Through accommodation for Hethlehem and all stations on main line of North Pennsylvania Raliroad, connecting at Bethlehem with Lehigh Valley Lehigh and Susquehanna Evening Train for Festor. A lientown Mauch Chunk.

At 620 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1130 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADES, PHIA.

TRAINS ARRIVE IN PHILADELPHIA.

8:30 P. M. M. and 2:00 P.M. Trains makes direct connection with Lehigh Valley and Lehigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton.

Passengers leaving Wilkesbarre at 1:45 P. M. connect at Bethlehem at 6:05 P. M., and arrive in Philadelphia at 8:30 P. M.

From Doylestown at 8:25 A. M., 5:00 and 7:00 P. M.

From Lansdale at 7:30 A. M.

From Fort Washington at 9:30, 10:45 A. M. and 3:1 F. M. ON SUNDAYS.

Philadelphia for Bethlehem at 930 A. M.
Philadelphia for Doylestown at 196 P. M.
Doylestown for Philadelphia at 790 A. E.
Bethlehem for Philadelphia at 420 P. M.
Fifth and Sixth Streets Passenger Cars convey pa sengers to and from the new depot.
White Cars of Second and Third Streets Line and Union Line ran within a short distance of the Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare, ELLIS CLARK, Agent, Filds Chark, Agent.
Tickets soid and Baggage checked through to prin
cipal points, at Mann's North Pennsylvania Baggage
Express Office. No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA VV RAILEGAD.—SUMMER ARRANGEMENT, On and after MONDAY, April 13, 1808, Trains will Leave Philadelphia from the Depot, THIRTY-Leave Philadelphia from the Depot, THIRTY-FIRST and CHESNUT Streets, 7-15 A. M., 11 A. M., 12 O. M., 415 P. M., 415 P. M., 12 P. M., 12 P. M., 12 P. M., 13 P. M., 14 P. M., 15 P. M., 15 P. M., 15 P. M., 17 P. M., 11 P. M.

Leave West Chester for Philadelphia from Depot on east Market street, at 8-15 A. M., 7-15 A. M., 7-80 A. M., 16-45 A. M., 155 P. M., 450 P. M., 8-55 P. M.

On and after Monday, June 15, an additional Train will leave Philadelphia for Mediz and Intermediate Points at 5-30 P. M.

Trains leaving West Chester at 7-20 A. M., and leaving Philadelphia at 4-50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and E. C. Junction, going East, will take train leaving West Chester at 7-15 A. M., and going West will take train leaving Philadelphia at 4-50 P. M., and transfer at B. C. Juno tion.

The Depot in Philadelphia is reached directly by the Chesnut and a Wainut Street cars. Those Market Street line ron within one square. cars of both lines connect with each train upon its

cars of both lines connect with each train upon its arrival.

ON SUNDAYS,
Leave Philadelphia at \$100 A. M., and \$200 P. M.,
Leave West Chester at 745 A. M., and \$200 P. M.,
Trains leaving Philadelphia at 715 A. M. and 456
P. M., and leaving West Chester at 720 A. M. and
450 P. M., connect at B. C. Junction with Trains on
P. & B. C. R. R., for Oxford and intermediate points.
Passongers are allowed to take Wearing Apparel
only, as Baggage, and the Company will not in any
case be responsible for an amount exceeding one
hundred dollars unless a special contract is made for
the same.

HENRY WOOD, General Sup's,
Philadelphia, April lat, 1868.

FOR CAPE MAY VIA WEST JERSEY RAIL-ROAD, From foot of MARKET Sirest (Upper Ferry). Commencing SATURDAY, July 18, 1868, Trains leave as follows for Cape May:—

Trains leave as follows for Cape May.—

Trains leave as follows for Cape May.—

9 00 A. M., Cape May Express. due at 1225 (noon),
215 P. M., Cape May Passenger, due at 715 P. M.

4 00 P. M. Cape May Passenger, due at 725 P. M.

RETURNING LEAVE CAPE ISLAND,
6 30 A. M., Morning Mail, due at 1006 A. M.
9 05 A. M., Cape May Express, due at 1277 P. M.
5 10 P. M., Cape May Express, due at 1278 P. M.
Sunday Mail and Passenger train leaves Philadelphis at 7 15 A. M. Returning leaves Cape Island at 510 P. M. Excursion Tickets, \$3.

Cape May Freight trains leave Camden daily at 920 A. M., and Cape Island at 545 A. M.

Commutation Tickets between Philadelphia and Cape May, at the following rates:—

Annual Tickets, \$100, Quarterly Tickets, \$50, for sale at the office of the Company in Camden, N. I.

Through Tickets can be procured at No, 828 Chesnut street (under the Centinental Hotel), where orders can also be left for Baggage, which will be called for and checked at residences by the Union Transfer Company Transfer Company
WEST JERSEY RAILROAD LINES.

WIST JERSEY RAILROAD LIBES.
For Bridgeton, Ealem, B. Hivilie, Vinetand, and Insermed ate stations, st 800 A. M., ad 3 30 P. M.
For Cape May, 700 A. M., 3 15 P. M., and 4 P. M.
Woodbury Accommodation train at 800 P. M.
Bridgeton and Salem Freight Train leaves Camden dally, at 12 (noon) Commutation Checks between Philadelphia and all stations at reduced rates. WILLIAM J. SEWELL, Superintendent,

THILADELPHIA AND BALTIMORE CEN TRAL, RAILROAD - SUMMER ARRANGES
MENT.-On and after MONDAY, April 13, 1888, trains
will leave the Depot, THIRTY-FIRST and CHESS.
NUT Streets, West Philadelphia, as follows:At 7:15 A. M. and 4:50 P. M., and leave Rising Sun at
15:5 A. M. and Oxford at 6 A. M., and leave Oxford at
15:5 P. M. 8-25 P. M.

A Market Train, with Passenger Cam attached, will rongon TUE≥DAYS and FRIDAYS, leaving the Rising San at 11:05 A. M.; Oxford, 11:45 A. M.; and Kennett, I P. M.; connecting at West Chester Junction with a train for Philadelphia,

On WEDNESDAYS and SATURDAYS Train leaves Philadelphia at 2:50 P. M.; rues through to Oxford.

caves Philadelphia at 250 F. 22., rules through to Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Poach Bottom, in Lancaster county. Beturning, leaves Peach Bottom to connect at Oxford with Afternoon Train for Philadelphia at 450 P. M. runs to Eislog Sun, Maryiand.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not in any case, be responsible for an assount exceeding one bundered dollars, unless a special contract on anada for the same.

HENRY WOOD,

RAILROAD LINES.

RUADING BAILROAD,-GREAT TRUNK Palling Railroad, GREAT TRUNK LINE from Philaderphia to the interior of Fennsylvania, the Schuylkili, Sunguehanna, Cumberland, and Wyoming Valleya, the Forth, Northwest, and the Camadaa, Summer Arrangement of Passenger Trains, Monday, August 3, 1888, leaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following bours:

NORNING ACCOMMODATIONS, At 770 A. M. for Reading and all intermediate stations, and Allen lown.

ACRNING ACCOMMODATIONE.—At 779 A. M. for Reading and all intermediate stations, and Allen lown.

Returning, reaves Reading at 670 P. M., arriving in Philadelphia at 615 P. M.

ROKNING EXPRESS.—At 818 A. M., for Reading Lebanop, Harrisburg, Potaville, Pine Grove, Famagins, Sunbury, Wilhamsport, Elmira Rochester, Ningara Falls, Buffalo, Wilkeebarre, Pittston, York, Carlisle, Chan bersburg, Hagerstown, etc.

The 790 train connects at Reading with the East Pennsylvania Rallroad trains for Allentown, etc., and the 515 A. M. connects with the Lebanon Valley train for Harrisburg, etc., at Port Clinton with Catawissa Railroad trains for Williamsport, Lock Haven, Emira, etc., at Harrisburg with Northern Central, Cumber, and Valley, and Schnyikill and Susgoebanos trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc., AFTERNGON EXPRESS.—Leaves Philadelphia at 870 P. M. for Reading, Pottaville Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.—Leaves Pottstown at 646 L. M., Repping at Intermediate stations arrives in Philadelphia at 200 A. M., Returning leaves Philadelphia at 4 20 P. M., arrives in Polisiown at 640 P. M.

Re ADING ACCOMMODATION—Leaves Reading

Philadelphia at 6 30 P. M., arrives in Polisiown at 6 40 P. M.
READING ACCOMMODATION—Leaves Reading at 730 A. M., stopping at all way stations; arrives in Philadelphia at 10 15 A. M.
Returning, leaves Philadelphia at 5 15 P. M.; arrives in Reading at 8 05 P. M.
Trains for Philadelphia leave Harrisburg at 8 10 A.
M., and Polisville at 8 45 A. M., arriving in Philadelphia at 1 P. M., alternoon trains leave Harrisburg at 8 16 F. M., and Polisville at 8 45 P. M.; arriving at Philadelphia at 6 45 P. M.
Harrisburg accommodation leaves Reading at 7 18
Harrisburg accommodation leaves Reading at 7 18

Philadelphia at 645 P. M.

Havrisburg accommensulon leaves Reading at 715

A. M., and Harrisburg at 4:10 P. M. Connecting at
Reading with Asternoon Accommodation south at
6:00 P. M., arriving in Philadelphia at 9:15 P. M.

Market train, with a Passeager car attached, leaves
Philadelphia at 12:45 noon for. Pottaville and all Way
Stattone; leaver Pottaville at 7 A. M. for Philadelphia
and all other Way Stations.

All the above trains run dely, Sundays excepted.

Sunday trains leave Pottaville at 8:00 A. M., and
Philadelphia ct 2:55 P. M.: leaver Pottavillis for
Beading at 8:00 A. M. returning from Leading at 4:25
P. M.

CHESTER VALLEY RAILROAD .- Passengers for I owningtown and intermediate points take the 730 A. M., 1245 and 430 P. M. trains from Philadel-phila, returning from Downingtown at 656 A. M., 1500,

pbia, returning from Downingtown at 6:36 A. M., 1'06, and 6:48 P. M.

1 ERKIOMEN RAILEGAD.—Passengers for Collegeville take 7:40 A. M. and 4:30 P. M. trales from Philadelphia, returning from Collegeville at 8:17 A. M., and 1:49 P. M. Stage lines for various points is Perkiomen Valley connect with trains at Collegeville.

NEW YORK EXPERSES FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5:00 and 8:00 P. M., passing Seading at 1 A. M., 1:50 and in'i0 P. M., and connect at Hairisonrg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, William port, Emirica Baltimore, etc.

Returning, Express Train leaves Harrisburg, on arrival of Penus, Ivania Express from Pittsburg, at 3 and 5:28 A. M., 9:35 P. M., passing Reading at 4:19 and 7:06 A. M., and 10:40 P. M., arriving at New 3 ork, 10:10 and 11:45 A. M., and 5:07 P. M. Serriving at New 3 ork, 10:10 and 11:45 A. M., and 5:07 P. M. Seeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg leaves New York at 12 Noon.

SCHUYLKILL VALLEY RAILROAD.—Trains leave Pottsville at 6:46 it 3:04. M., and 6:40 P. M., returning from Tamaqua at 8:55 A. M., and 2:15 and 4:36 P. M.

P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD,—Trains leave Auburn at 7:58 A. M. for Pinegrove and Harrisburg, and at 12:15 P. M. for Pinegrove and Tremont; returning from Harrisburg at
3:26 P. M., and from Tremont at 7:40 A. M., and 5:35 TICKETS,-Through first-class tickets and emi-

Title Ets.—Introduct arise class tickets and emigrant tickets to all the principal points in the North and West and Causdas.

Excursion Takets from Philadelphia to Reading and Intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottstown; Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate Stations by Reading and Pottstown Accommodation Trains at

oy Reading and Potstown Accommodation Trains at reducedrates.

The following tickets are obtainable only at the Ofnce of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or G.A. Nicholis, General Super-Intendent, Reading.

Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between al points, at \$52.50 each, for families and firms.

Season Tickets, for three, six, nine, or twelve months, for holders only, to all points at reduced rates. Clergymen residing on the line of the road will be

Clergymen residing on the line of the road will be furnamed with cards, entining themselves and wives to the test at hall fare.

Excursion Tickets from Philadelphis to principal stations, good for Saturday, Sinday, and Monday, at reduced Jare, to be had only at the Ticket Office, at Thirteenth Ind Callowhill streets,

FRECHT.—Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets.

Freight Traits leave Philadelphis daily at 435 A. M., 1246 noon, 3cc, and 6 P. M., for Reading Lebanon, Harisburg, Pottaville, Port Clinton, and all points heyend. Maija close at the Philadelphia Post Office for all Mails close at the Philadelphia Fost Office for an places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M., BAGGAGE,—Dungan's Express will collect Baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 s. Fourth street, or at the Depot, Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT MAY 11, 1868 SUMMER TIME, TAKING EFFECT MAY H. 1888.
The trains of the Pennsylvaoia Central Railroad leave the Depot, at THIRTY-FIRST and Mark ST Streets, which is reached directly by the Market Street cars the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Cheenix and Wainut streets cars rom whilm one square of the Depot.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train.

and Market streets thirty-live minutes before the de-variure of each train.

Sies ping Car Tickels can be had on application at the Ticket office N. W. corner Ninth and Chesnut streets, and at the depot.

Agents of the Uzion Transfer Company will call for and deliver baggage at the depot. Orders left at No. 34 Chesnut street, or No. 116 Market street, will receive attention. LEAVE DEPOT, VIZ:-

Fast lin. 1200 M

Fast lin. 1200 M

Erie Express. 1200 M

Paoil Accom. No. 2, 3, and 4-1 06, 6 00 and 10 30 P. M.

Paritsourg Accommodation. 280 P. M.

Lancaster accommodation. 520 P. M.

Cincinned Express. 800 P. M.

Cincinned Express. 11 15 P. M.

Philadelphia Express. 11 15 P. M.

Accommodation. 11 30 P. M.

Erie Mail 120 P. M.

Accommodation. 11 30 P. M.

Erie Mail 120 P. M.

Erie Mail 120 P. M.

Accommodation. 120 P. M.

Erie Mail 120 P. M.

Erie Mai 7 10 A
Parkesburg Train 9 10 A
Fast Line 9 35 A
Lancaster Train 12 30 P crie Express. Accommodation, Nos. 2 and 3.3 40 and 7 to P

THILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE, FOR GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE, FOR GERMANTOWN,

Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A, M., 1, 2, 34, 43, 5, 55, 610, 7, 89, 10, 11, 12 P, M.

Leave Germantown 8, 7, 75, 8, 8, 20, 10, 11, 12 A, M., 1 2, 3, 4, 43, 6, 65, 7, 8, 9, 10, 11 P, M.

The 8 20 Down Train, and 3% and 8% Up Trains will not stop on the Germantown Branch,

ON SUNDAYS.

Leave Philadelphia 95, A, M., 2, 7, 104, P, M.

Leave Germantown 8% A, M., 1, 6, 94, P, M.

Leave Philadelphia 95, A, M., 2, 7, 104, P, M.

Leave Chestnut Hill 716, 8, 940, and 1110 A, M., 140

340, 540, 540, 340 and 1630 P, M.

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 2 and 7 P, M.

Leave Chestnut Hill 750 A, M., 1240, 540 and 925 P, M.

DUR, CONSHOHOCKEN AND NORRISTOWN.

Leave Chestnuk Hill 7-80 A. M., 12-40, 5-40 and 9-25 P. M.

POR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7/5, 9, and 11-95 A. M., 154, 3, 454, 554, 64, 8-96 and 11-72 P. M.

Leave Norristown 5-40, 7, 7-50, 9, and 11 A. M., 154, 3, 454, 654, and 55, P. M.

Leave Philadelphia 9 A. M., 2-30 and 7-12 P. M.

Leave Philadelphia 6, 75, 9, and 11-65 A.

Leave Manayunk 6-10, 754, 8-20, 954, and 11-4 A. M., 2, 854, 5, 654, and 9 P. M.

Leave Philadelphia 9 A. M., 254 and 7-54 P. M.

Leave Philadelphia 9 A. M., 254 and 7-54 P. M.

Leave Philadelphia 9 A. M., 254 and 7-54 P. M.

Leave Philadelphia 9 A. M., 6 and 9-54 P. M.

Leave Manayunk 7-54 A. M., 6 and 9-54 P. M.

Depot. NINTH and GREEN Streets.

CET THE BEST-THE HOLY BIBLE-HARD In log's Editions-Family, Polpit and Pockes Bible in beautiful fairles of Turkey Morocco and antique bindings. A new edition, arranged for photographic cortes of families.

percraits of families, W.M. W. HARDING, Publisher, EEO, ES CHISSNUT Street being Fouris

RAILROAD LINES.

1668.-FOR NEW YORK.-THE CAMDEN AND TRENTON RAILROAD COAPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, At 5-20 A. M., vie Camden and Amboy Accommo-At BA, M., via Camder and Jersey City Bx-

At 5 P. M., for Amboy and intermediate stations.
At 5 20 and 8 A. M., 2 and 3 5 P. M., for Freehold.
At 5 20 and 8 A. M., 2 and 3 5 P. M., for Freehold.
At 5 20 8, and 10 A. M., 1, 2, 3 8 20, 4 20, 8 and 11 20
P. M. for Bordentown, Burington, Beverly, and P. M. for Bordentown, Burington, Beverly, and Delay.co.
At 5:20 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. 2 P.M. for Riverton and 3:30 P. M. for Palmyra. 2 P.M. At 5:30 and 10 A. M., 1, 3, 4:30, 5, and 11:30 P. M. for Palmyra. At 5:30 and 10 A. M., 1. 5, 4'30, 5, and 11'30 P. M. for Flah House.

The 1 and it'30 P. M. Lines leave from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 11 A. M., via KensingTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare 53.

At 7 and 11 A. M., 2'80, 3'30, and 5 P. M. for Trenton and Bristol. And at 10'10 A. M. for Bristol.

At 7 and 11 A. M., 2'80, and 5 P. M. for Morrisville and Tullylown.

7 and 1918 A. M., 230, and 5 P. M. for Schences and Eddington
At7 and 1076 A. M., 2786, 4, 5, and 6 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinsming, Bridesburg, and Frankford, and at 8 P. M. for

ming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILLDELPHIA DELPHIA DEPOT,
VIA Connecting It tiwny.

At 9:20 A. M., 120, 6:30, and 12 P. M. New York Express Lines, via Jersey City, Fare \$1:25,
At 1 A. M., Kanigrant Line, Fare, \$2.
The 9:20 A. M., and exa P. M. Lines will run daily,
All others, Sundays excepted.
At 8:30 A. M., 1:30, 6:30, and 12 P. M. for Trenton.
At 9:30 A. M., 6:30 and 12 P. M. for B latch.
At 12 P. M. (Night), for Marriwille, Tullytown,
Schenek's, Eddington, Cornwell's, Torrisdale, Holmes
burg, Tacony, Wissinoming, Bricesburg, and Franklord,

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at the analysis, 30 minutes before departure. The cars on Market street Ratives your direct to West Philadelph a hepoty Chesnut and Walnut within one square, the sundays the Market street cars will run to connect with the 9-30 A.M. and 8-30 P.M. lines. BELVIDERE DELAWARE RAILBOAD LINES.

BELVIDERE DELAWA SE RAILBOAD LINES.
From Kensingten Depot.
At 700 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Elmira, Ithaca, Oweso, Rochester, Binghamton, Oswego, Syractas, Great Bend, Montrose, Wilkesbarre,
Schooley's Mountain etc.
At 700 A. M. and 830 P. M. for Scranton, Strondsburg, Water Gap, Belvidere, Easton, Lambertville,
Flemington, etc. The 330 P. M. Line concects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethlehem, etc. At 5 P. M. for Lambertville and intermediate Sta-

CAMDEN AND BUBLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6-15 P. M., for Merchantsville,
Moorestown Hartford, Masonville, Hainsort, Mount
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cockstown, New Egypt, Hornorstown, Cream Ridge,
Imiaystown, Sharon, and Highestown.

Imiaystown, Sharon, and Hightstown.

Fifty pounds of bag, age only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract.

Tickets sold and baggage checked direct through to Boston, Worcester, Suringfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, U.Ica, Rome, Syracuse, Kochester, Buffaio, Nisgara Fails, and Suspension Bridge.

An scrittional Ticket Office is located at No. 828 Chesnat street, where Tickets to New York and all important points North and hast may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or botel to destination by Union Transfer Baggage Express. LINES FROM NEW YORK FOR PHILADELPHIA,

Will leave from foot of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jer-ey City and Cam-den; at 6:30 P. M. via Jersey City and Kensington; at 10 A. M., 12 M., and 5 P. M. via Jersey City and West Philagelphia.

From Pier No. 1 North River at 5'30 A. M. Accommodation, and 2 P. M. Express, via Ambay and Camden.

WILLIAM H. GATZMER.

Agent.

Canden, But William H, Gatzmer, 6184 Agent.

LHILADELPHIA, WILMINGTON AND BAL

LTIMORE RAILEGAD.

TIME TABLE,

commencing MgNDAY, April 13, 1863. Trains will leave Depot corner of BROAD Street and WASH-INGTON Avenue as follows:

Way-Mail Train at 830 A. M. (Sundays excepted) for Baltimore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for Crisceld and Intermediate Stations.

Express Train at 12 to M. (Sundays excepted) for Baltimore and Washington, stipping at Wilmington, Perry ville, and Havre-2-Grace, Connects at Wilmington with train for New Castle.

Express Train at 230 P. M. (Sundays excepted) for Baltimore and Washington, stopping at Cnester, Thorlow, Linwood, Claymon, Wilmington, Newport, Station, Newark, Elkton, Northesat, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perrymair's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 1100 P. M. (Dally) for Haltimore and Washington, stopping at Perryville and Havre-de-Grace, Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Sainsbury, Princess Anne, and connecting at Cristleid with Doat for Fortress Monroe, Norfolk, Portsmouth, and the South.

Passengers for Fortress Morroe and Norfolk via Baltimore will take the 12.00 M. Train. Via Cristleid will take the 1400 P. M. train.

Wilmington.

Stopping at all, stations between Philadelphia and Wilmington.
Leav: Philadelphia at 11:00 A. M., 2:30, 5:00, 7:06, and 12:30 (daily) P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and Inter-

and 12-31 (asily) P. M. The 5-00 P. M. Train connectic with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 7-00 and 8-10 A. M. (asily). 1-30 (15 and 7-30 (daily) P. M. The 8-16 A. M. (faily). 1-30 (the stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7-25 A. M., Way-Mail; 9-40 A. M., Express; 2-25 P. M., Express; 8-35 P. M., Express; 8-36 P. M., Express; 8 SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD. SUMMER ARRANGEMENT. FIVE TRAINS DAILY TO ATLANTIC CITY. On and after SATURDAY, July 4, trains will leave VINE Street Ferry as Ioliows:— Special Excursion.....

Atlantic Accomit odution 416 P. M. Returning, leave Atlantic5'60 A. M.

Sunday Mail Train to Atlantic,

Fare to Atlantic. \$2. Round trip tickets. good only for the day and train on which they are issued, \$3.

The Philadelphia Local Express Company, No. 625
CHESNU I Street, will call for baggage in any part of the city and suburbs, and check to hote or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 625 CHESNUT Street.

D. H. MUNDY, Agent, DEILADELPHIA AND ERIE RAILROAD,-

Through and direct route between Philadelphia, seltimore, Harrisburg, Williamspors, to the Northwest, and the Great Oil Region of Pennsylvania, FLEGANT SLEEPING OA RS on all Night Trains, On and alter MONDAY, May 11, 1888, the trains on the Philadelphia and Eric Railroad will run as follows: follows:--

follows:

Mail Train leaves Philadelphia...

leaves Williamspori...

arrives at Erle.

Erle Express leaves Philadelphia...

leaves Williamsport...

arrives at Erle.

Emirz Mail leaves Philadelphia...

leaves Williamsport...

mileaves Williamsport... 111

AUCTION SALES.

BUNTING DURBOROW & CO. ACCTION D REPS, Nos. 252 and 134 MARKET Street, Co.; der of Haus street, Successors to John H. Myers & Co. LAIGE PEREMPTORY SALE OF 2 m CASES
BOOTS, SHOES TRAVECTS OF BAGS, ETC.
Argust 18, at 18 o'clock, on four months' credit.

LARGE POSITIVE SALE OF BRITISH, FUENCH, GERMAN, AND DOM ESTIC DEY GOODS, On Thursday 2 orning, Aug. 20 at 16 o'cl ck. on four months' credit, 1814 st

LAFGE POSITIVE SALK OF CARPET'NGS, 250
PIECES FA OR O'LL-CLOTHS, ETC.

August 21, at 11 ucick, on four months' credit, about 20 deces lugrain, Vibidau, list, hemp, cottage, and rag carpetings.

[8:15:34] C. D. MCGLEES & CO. AUCTIC NEFRS

SALE OF DEC CASES BOOKS, SHOES, BROGANS, BALMOSALS, ETC. August 17, at to detect, we will sell a large and desirable assertment of Bouts Shows Brogans. Batnorsh, etc., from city and Eastern manafactures, incinding a large time of Women's, Missey and Children's City-made Goods. [1813.13]

SALE OF 18% CASES ROOTS, SHOEP, BRC.

GANS, BAL MORALS, ETC.

On Thursday for ing.

August 20, at 10 o'chock, we will sell by Catalogue, for cash, 1600 cases Men's, Brys', and Youth's Boots, Shoes, Brogans, etc.

Alc. a superior as oriment of Women's Misses', and Cut'dren's City under goods.

[8 18 41]

MARTIN BROTHERS, AUCTIONEERS, AUCTIONEERS, No. 529 CH ESNUT St., rear entrance from Minor,

VERY SUPERIOR HOUSEHOLD FURNITURE,
ROSEWOOD FIANO FORTE FIRE PROOF
SAFE CARPETS, CHINA AND GLASSWARE,
BEFRICERATORS, FIC.
On Monday morning,
August 17, at 10 of clock, at the Auction Rooms, No.
520 Chesnut street, by cassiogus, an assertment of
excellent Household Furniture:—Handsome sults
walnut and pinsh parior iterature; mits handsome
walnut chember furniture; rosewood plane-forte;
mattesses, been and become; superior fire processies,
made by Evans & Walvon; desks and office taules;
superior refractators, double and single harness;
chairs: Brussels and other carpets; China; glassware,
etc. etc.

WINES AND LIQUORS,
Also, an invoice of brandy, whisky glu, lavender,
tiger, and cherry Brandy, Port and Sherry Wines, Also, superior no-top Watson Wagon.

L IPPINCOTT, SON & CO., AUCTIONEERS.

Ashurst Smiding. No. 240 MARKET street.

FIRST LARGE POSITIVE SALE

OF Sec LOIS AMERICAN AND IMPORTED DRY
GCODS, LINEN AND HOS'ERY GUJDS NOTIONS, HOOP SKIRTS, E'IC.
By Casalogue, on Four Months' Credit,
On Wednesday.

August 19th, 1868, commencing at 10 o'clock. Included will be four d a full asso timent of seasonable
goods worthy the attention of buyers.

8 15 35

M. THOMAS & SONS, NOS. 139 AND 14 THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street rear entrance No. 1107 Sansom et.

RAILROAD LINES.

THROUGH LINE BETWEEN WASHINGTON Trains between Washington and New York are now run as follows, viz.:—
FOR NEW YORK, without change of cars.
Leave daily (except Sunday) at 746 A. M., 12:30 and
7 P. M

7 P. M

FOR PHILADELPHIA.

Leave daily (except Sunday) at 7.45 and 12.15 P. M., and 4.30 and 7 P. M., ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M.

only.
SLEEPING CARS for New York on 7 P. M. train SLEEPING CARS for New York on 7 P. M. train daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Bankers' and Brokers' Telegraph Line, No. 344 Pennsylvania avenue, between Sixth and Seventh streets.

See Baltmore and Ohle Railroad advertisement and schedule between Washington, Baltimore, Annapolis, and the West.

J. L. WILSON, Master of Transportation, L. M. COLE, General Ticket Agent.

225†] GEO F, ROONTZ. Asent, Washington.

FAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wilkesbarre, Malanoy City, Mount Carmel, Centralia, and all points on Lenigh Valley Railroad and its By new arrangements, perfected this day, this road

se enabled to give increased despatch to merchandise consigned to the above named points.

Goods delivered at the Through Freight Depot,
S. E. corner of FRONT and NOBLE Streets,
Befores P. M., will reach Wilkeebarre, Monat Carmel,
Mahanor City, and the other stations in Mahanoy and
Wyoming valleys before 11 A. M. of the succeeding day.

[7 22] ELLIS CLARK, Agent. THE ADAMS EXPRESS COMPANY, OFFICE

No. 320 CHESNUT Street, forwards Parcsis, Packages, Merchanduse, Bank Note, and Specie, either by its own lives or in connection with other Express Companies, to all the principal towns and cities in the United States.

2277 JOHN BINGHAM. Superintendent.

FIRE AND BURGLAR PROOFSAFES MARVIN'S SAFES.

ANOTHER TEST

Dove's Depot, S. C., July 20, 1858.

Messrs. WM. M. BIRD & CO. AdENTS MARVIN'S SAFES, Charleston, S. C.:

Gentismen: On the night of the 2d instant our store and contents were destroyed by hre, and we are pleased to say we had one of your FIRE PROOF SAFES, which proved to be all you recommended, and the place which proved to be all you recommended, and the place which contains the date of the patient, but the contents were not logared. The safe contained our books papers, and notes and bonds to the amount of \$16,000; also a gold watch, which had been repaired and placed therein the evening before the fire. Next day, on opening the Safe, the watch was found running. It gives us great pleasure to testify to the excellent quality of your Safes, as they are justive entitled to the highest confidence of the public. We are soing to rebuild at once, and shall be in your city in a short time, when we shall call upon you, and purchase another Safe. Respectively yours,

A PERFECT SAFE. MARVIN'S

CHROME IRON SPHERICAL BURGLAR SAFE, Will resist all burglars' Implements for

any length of time. PLEASE SEND FOR DESCRIPTIVECIRCULAR MARVIN & CO., PRINCIPAL 721 CHESTNUT ST.

WAREHOUSES, Masonic Hall), Philage 265 BROADWAY, NEW YORK, 108 BANK STREET, CLEVELAND, O. And for sale by our Agents in the principal cities throughout the United States.

C. L. MAISER. MANUFACTURER OF FIRE AN BURGLAR-PROOF SAFES, LOCKEMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE, 801 No. 48 RACE Street,

PAINTED PHOTOS.

NEW THING IN ART .-BERLIN PAINTED PHOTOS, A. S. ROBINSON,

No 910 CHESNUT Street, Has just received a superb collection of BEELIN PAINTED PHOTOGRAPHS OF

FLOWERS. They are exquisite gems of art, rivalling in beauty, naturalness of tint, and perfection of form a great variety of the choicest exotic flowering plants. They are mounted on boards of three sizes, and sold from

25 cents to \$3 and \$4 each. For framing and the album they are incomparably